

times and more convenient access between homes, stores and businesses. A new roadway can also create a wall or barrier between residential areas and their shopping centers, recreation areas, and schools. At a neighborhood level, a new bypass can create a wall or barrier between individual homes previously connected by a local street system.

Alternatives were developed to avoid passing through more-densely-developed areas: through neighborhoods and city centers.

- Alternative 2A (Preferred) reduces community impacts when compared to Alternative 2C by bypassing Belgrade to the west. Impacts to the communities of Maysville and Belgrade were minimized by avoiding more-densely-developed areas along US 17 in both of these communities.
- Alternative 3 would widen existing US 17 north of Maysville through the Chadwick Community. Residents are concerned that they would be unable to cross US 17 on foot safely to visit relatives and friends or to check their mailboxes. Many of the residents interviewed stated that it is difficult to cross US 17 now.
- Alternative 4D would improve cohesion / connectivity within communities along the existing US 17 alignment (Hatchville, Pollocksville) by reducing the traffic volume using the route. However, linear development would create barriers in Oak Grove, Goshen, and Ten Mile Fork and separate populations from attractions in Pollocksville.

Two local petitions were received in support of Alternative 2A, totaling almost 800 signatures. Alternative 2A was favored by the majority of attendees at the December 2009 Public Hearing in Maysville, and by the Jones County Board of Commissioners, the Maysville Board of Commissioners, and the Down East Rural Transportation Planning Organization.

The Goshen Road Environmental Action Team (GREAT) was formed in 1997 to protect farmlands in Goshen from development. Project team members coordinated with GREAT throughout the project; GREAT leaders selected Alternative 4D as a viable compromise among the alternatives considered.

Environmental Justice

Several African-American communities are located within the project study area including Chadwick, Hatchville, Garnet Heights, Goshen and Murphytown. The Town of Maysville is predominantly an African-American town with a 59 percent minority population. An estimated 18 percent of the Jones County population falls below the federal poverty limit, compared to 14.6 percent of the state's population.

An estimated 34 minority households would be displaced by the proposed project. Only one household with an annual income below \$15,000 would be displaced by the Preferred